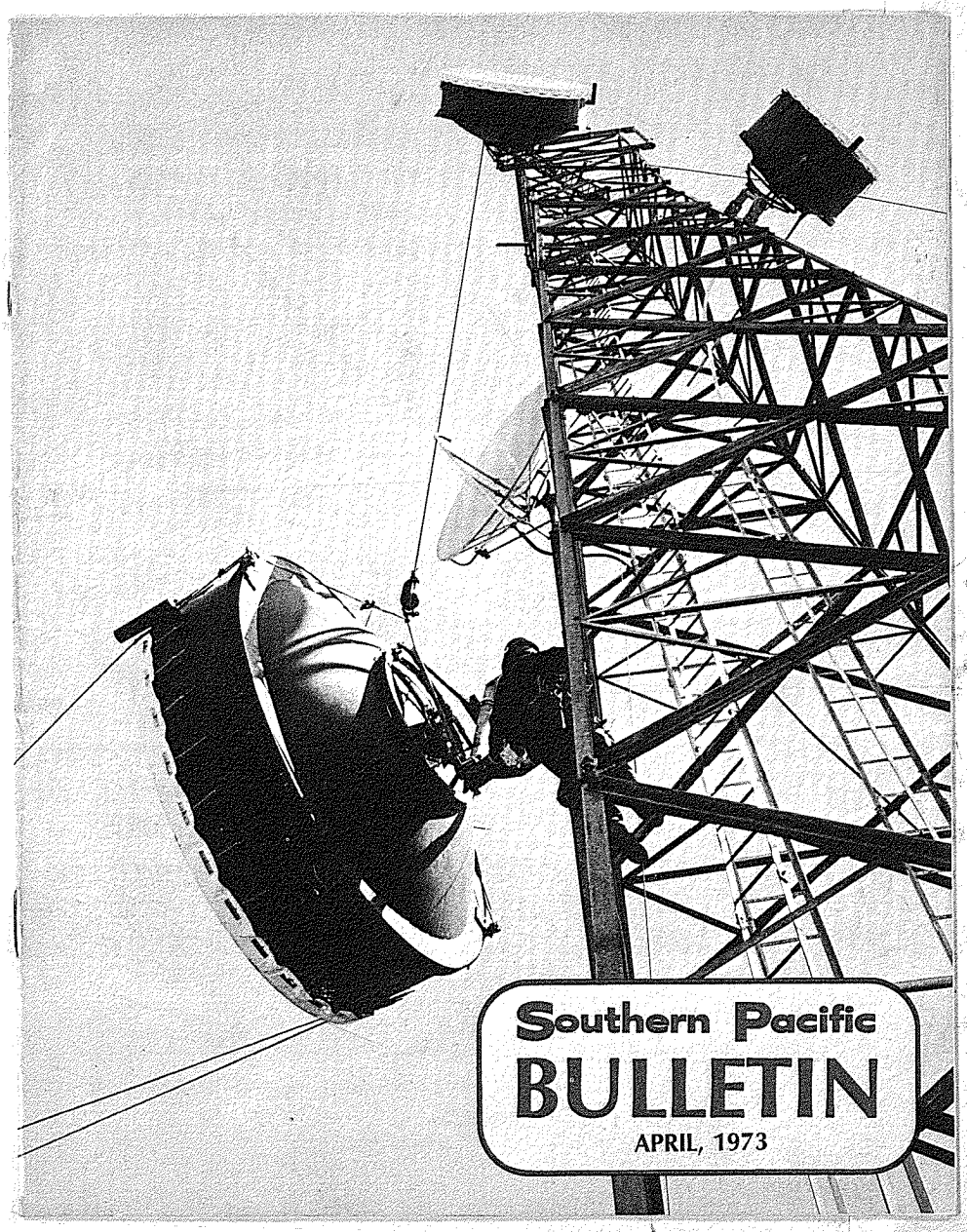


Southern Pacific BULLETIN

APRIL, 1973

Sign up for the Payroll Savings Plan

JAMES L. "JIM" ALBRIGHT, locomotive engineer at Houston, has been buying U.S. Savings Bonds through the Payroll Savings Plan for 25 years.

Jim and his wife, Gloria, have used part of their savings to put three children through college, and they plan to use the rest of their Savings Bond nestegg to supplement Jim's retirement income.

"Buying bonds through the Payroll Savings Plan is a great way to save," Jim says. "It's automatic. Your bond allotment is deducted before you receive your paycheck, so you never miss the money."

Rita Phillips, secretary in the Traffic Department at Los Angeles, agrees with Jim.

"I signed up for a bond a month during the Company's Savings Bond campaign last year," she says," and I've already accumulated enough bonds to provide for a rainy day—or at least a misty day. It's really a painless way to save."

Mrs. Robin Patch, secretary in the Traffic Department at Portland, has been with Southern Pacific for six years. Her husband, Mel, started as a steno-clerk at Brooklyn Yard last month.

"We used some of our bonds for a down-payment on a house," says Robin, who joined the Payroll Savings Plan when she first started with the Company, "and now we're buying two bonds a month — one for each of our two boys."

Harold "Hal" Johnston, a San Joaquin Division agent-telegrapher, has been buying bonds since he first started with the Company 15 years ago. He has cashed in a few to help his daughter through college, and the rest will supplement his retirement income.



ROBIN PATCH J. L. ALBRIGHT RITA PHILLIPS LORRAINE KENNEN A. L. BREWER

"This is the best way in the world to save," he feels, "because it's a way to pay yourself and help your country at the same time."

Hal is a director of the Bakersfield Transportation Club and president of the Bakersfield chapter of the Morse Telegraph Club.

Arlie L. Brewer, agent at Coos Bay, Ore., has 24 years of service with Southern Pacific.

"I started buying bonds through the Payroll Savings Plan last year," he says. "What attracted me was that five and a half per cent interest. That's better than you can do in most banks."

Mrs. Lorraine F. Kennen, secretary in the Traffic Department at Houston, has been buying bonds for about a year. She has a specific savings goal.

"My son will graduate soon from Texas A&M with a major in electrical engineering," she explains. "I want to be able to give him a little nestegg to help him get started in life."

Lorraine, who has been with Southern Pacific for 30 years, is a member of the Women's Transportation Club of Houston.

Jim, Rita, Robin, Hal, Arlie and Lorraine are typical of the more than 7,000 Southern Pacific people who regularly buy U.S. Savings Bonds through the Payroll Savings Plan. Here are some of the reasons they do so:

• *high interest.* U.S. Savings Bonds now pay 5½ per cent interest if held to maturity—five years and 10 months. With most banks paying less than five per cent interest (except on big-time savings), bonds are more attractive than ever before.

• *safety.* U.S. Savings Bonds are fully guaranteed as to principal and interest by the U.S. government. If lost, stolen, or destroyed, they are replaced free.

• *like a cash reserve.* You can cash a U.S. Savings Bond any time after two months. But the longer you hang on to them, the more they are worth.

• *convenience.* The Payroll Savings Plan lets you buy bonds by means of small payday installments —as little as $3.75 a month. Accumulating a nestegg this way is convenient, painless and automatic.

• *tax advantages.* The interest on U.S. Savings Bonds is exempt from state and local income and personal property taxes, and you can defer paying any federal tax on Series E Bonds until you cash them in—an advantage if you'll be retired and in a lower tax bracket at that time.

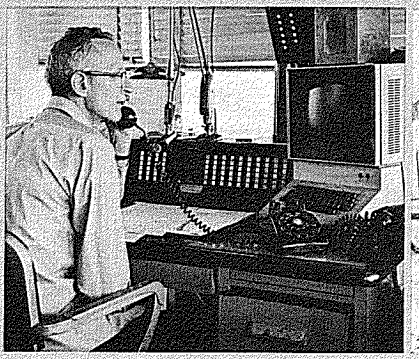
• *steady growth.* An $18.75 monthly investment will grow to $5,556 in 15 years and 10 months (assuming the present ½% interest bonus is still in effect). You will have paid only $3,562.50 for that nestegg.

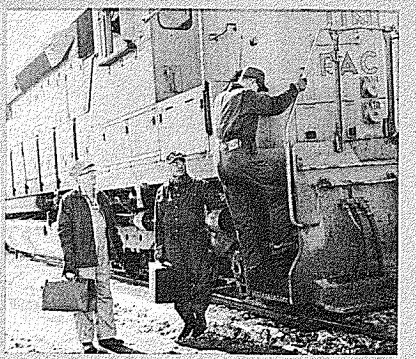
Now is the time to sign up for the Payroll Savings Plan—or increase your present allotment.

Just see your supervisor, and he will help you fill out a simple payroll deduction form. That's all it takes.

COVER

A new high performance microwave antenna is hoisted into position on a tower at Stockton, Calif. See story on page 7.





LEFT: Checking consist information on SCL-L&N run-through being assembled at Englewood Yard, Houston, is Yardmaster Arlie Rust. This train goes through the New Orleans gateway to Jacksonville, Fla. RIGHT: Union Pacific Engineer Carl Albrecht climbs down at Ogden, Utah. Waiting to board SP-UP run-through bound for Roseville, Calif., are Southern Pacific crew members J. C. Wilde, left, fireman, and A. A. Pardini, engineer.

We Have More Than Any Other Railroad:

Run-Through Trains!

SOUTHERN PACIFIC now operates a total of 50 run-through trains a day, making ours the largest run-through operation in the nation.

Run-through trains are made up primarily of pre-blocked sections of cars and power units from cooperating rail carriers. Instead of laboriously breaking down each train by individual car and changing engines —so power will remain on the owner's own lines—a run-through stops briefly at a given terminal for necessary inspections and crew changes and highballs on to the next destination as a unit.

Trains which formerly took hours, sometimes even days, to process through East St. Louis, New Orleans, Ogden, Portland or Tucumcari may now race through the interchange yard in a matter of minutes.

"Each run-through we've established has generally saved at least one day in transit time for the shipper," J. J. Willis, general superintendent of transportation, says.

"Some of our locomotives and cabooses in run-through trains may go as far as 1,000 miles on another railroad. We balance horsepower hours with other railroads and eliminate delays at major interchange points. Service is better and more consistent between a producing area and a consuming area," he explains.

In East St. Louis, a combined Southern Pacific, Cotton Belt and C&O/B&O run-through hauls freight through that gateway to terminal points in the East in as much as two days less than freight trains did before the days of the run-through.

"The run-through does more than simply save the shipper time," says Lon Marsh, terminal superintendent at East St. Louis, "It frees our terminal to provide overall faster service to all of our customers.

"This increased service to local shippers has stimulated business, particularly in moving chemicals and other raw materials to manufacturers in the northeast," Marsh adds.

In addition to the C&O/B&O, Cotton Belt and Southern Pacific run-through at St. Louis, we also operate one of the nation's largest-volume daily run-throughs past this terminal with the Penn Central. On a typical day, a freight train reached the St. Louis area at 7:35 a.m. was processed through the terminal points in a scant fifteen minutes for crew changes and inspections. After the switching line delivered the train, it continued north on Penn Central lines at 9:15 a.m. Before run-throughs the same train took up to two days at St. Louis.

A total of five run-throughs north-



Cotton Belt — C&O/B&O run-through rolls eastward from the St. Louis gateway to points in Pennsylvania and Maryland.

bound and five southbound pass our terminal in East St. Louis every day.

One of the longest run-throughs in the nation is our Hamlet, N.C. to Los Angeles train operated over 2,520 miles with the Seaboard Coast Line and Louisville & Nashville through the New Orleans gateway.

F. E. Kriebel, vice president-traffic, points out that "this train, inaugurated in 1972, is directly credited with encouraging new shipments along our lines."

Also begun last year was the Eugene, Ore. to Seattle, Wash., run-throughs with the Union Pacific and Burlington Northern. This new operation, too, has eliminated substantial delays previously incurred at interchanges.

"Besides the obvious advantage of saving time," Kriebel states, "the run-through train provides the customer with the element of consistency of operations. The California farmer or the Texas chemical distributor can rely on prompt through service, which was often not available in prior years because of terminal delays which run-throughs now overcome."

One of the key factors in passing along this consistency to shippers is improved scheduling. Through the elimination of the old terminal delays, published schedules are more reliable and, with TOPS tracking cars and power units, better equipment utilization than has ever been possible in the industry is being obtained.

SOUTHERN PACIFIC RUN-THROUGHS
(A total of 50 a day with the following connections)

Gateway	Railroads
New Orleans	SP-Southern SP-L&N, SCL SP-L&N
Tucumcari	SP-Rock Island SP-Rock Island, Milwaukee
Ogden	SP-UP SP-D&RGW
Portland	SP-UP SP-BN
East St. Louis	Cotton Belt-C&O/B&O Cotton Belt-Penn Central Cotton Belt-N&W
Memphis	Cotton Belt-Southern Cotton Belt-L&N



An eastbound Southern Pacific-Union Pacific run-through (far track) rolls into Ogden, Utah. This train, which contains many auto parts and auto rack cars, goes to North Platte, Neb.

The other reason why run-throughs work for shippers is the men who work on the railroad. R. D. Spence, vice president-operations, points out that, "without the coordinated effort of each engineer, conductor, yardmaster and carman, the best schedules would not insure success of the run-throughs."

Run-throughs criss-crossing the country with today's precision would not be possible without our present technology. But the idea of run-throughs is not a new one.

The first run-through trains were the Southern Pacific silk and tea trains operated during the latter part of the 19th Century and the first third of this century, to speed Japanese silk and tea from Pacific ports to Atlantic Seaboard markets. Most of these trains were short—one-tenth the number of cars for a modern run-through—but the high value of the merchandise made this expedited handling practical and profitable.

And it is just this concern for precious commodities that has encouraged the run-through today. What several generations ago were common goods, like agricultural products and raw materials, are now precious items which must reach a particular market at exactly the right time for the best sale. Goods sitting at one end or another of the line now cost valuable warehouse space and waste labor when the "timing is off."

The run-through helps. It requires balanced power among all the nation's carriers, sophisticated scheduling over carefully selected routes and good performance by railroaders all along the way. When this all fits together, the product is fast and efficient freight movement which can help create new business for shippers and carriers alike.

Traffic Tours

For the ninth consecutive year, small groups of Southern Pacific and Cotton Belt sales representatives from various on and off-line traffic agencies will take part in 15-day educational tours of Company installations, visting on-line cities from Missouri to Northern California.

This year, five tours will be operated in April and May for a total of 20 participants. Each tour will start in St. Louis and end in San Francisco.

During the tightly-scheduled tours, the four-man groups will visit shippers, look over industrial sites and generally learn as much as they can about our facilities and services.

Shea Named Vice President - PR

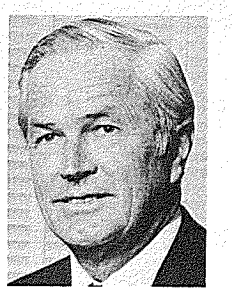
James G. Shea was named vice president-public relations for Southern Pacific Company and its subsidiary, Southern Pacific Transportation Company, effective April 1.

In this newly-created position, Shea, who has been general public relations manager, will be responsible for public, press and community relations and other public affairs for the Company and its subsidiaries.

Shea joined Southern Pacific in 1937 and rose through various sales and public contact assignments until 1950, when he was named director of public relations for the Pacific Electric Railway Company, a former Southern Pacific subsidiary in Los Angeles. In 1955, he moved to San Francisco as general public relations manager for Southern Pacific.

A native of Los Angeles, Shea was educated in public and parochial schools there. He has also completed Harvard University's Advanced Management Program.

He is a member of the Board of Regents of the University of Santa Clara and the Civilian Public Relations Advisory Committee for the U. S. Military Academy at West Point. He has also been national president of the Railroad Public Relations Association, a regional vice president and national director of the Public Relations Society of America, and president of the San Francisco Bay Area chapter of that organization.



JAMES G. SHEA

Kilborn Promoted; Babers Succeeds at Portland

Alden W. Kilborn, superintendent of the Oregon Division for the past 14 years, has been promoted to the newly-created position of asst. to vice president with headquarters at Portland.

Succeeding him is Charles T. Babers, asst. superintendent at Portland since 1970.

William F. Currier, asst. superintendent at Klamath Falls, succeeds Babers at Portland, and H. D. Fisher, trainmaster at Portland, moves up to become asst. superintendent at Klamath Falls.

Vice President-Operations R. D. Spence explained that Kilborn will, in his new position, "help provide closer liaison between the Operating Department and the public, public bodies, shippers and the communities we serve in the Pacific Northwest."

Kilborn, who attended the University of Oregon, joined the Company at Portland in 1936. He advanced through various Operating Department positions to become asst. superintendent of the Tucson Division in 1949. Six years later he became superintendent of the former Shasta Division, headquartered at Dunsmuir, a post held by his father, George H. Kilborn, from 1942 until his retirement in 1948. He was named superintendent of the Tucson Division in 1958 and superintendent at Portland in 1959. He has completed the program for senior executives at Massachusetts Institute of Technology.



A. W. KILBORN



C. T. BABERS

Babers, who attended the University of Texas at El Paso and the University of Eastern New Mexico, joined Southern Pacific at Tucumcari, N.M. in 1950. He served as a trainmaster at Lordsburg, N.M. and Yuma, Ariz., and as an asst. superintendent at Bakersfield and Los Angeles, before being named to that post at Portland in 1970. He has completed Harvard's Management Development Program.

Currier, who completed his education at California State Polytechnic College in San Luis Obispo, started with the Company at Los Angeles in 1953. He served as a trainmaster on the Tucson Division before being named asst. superintendent at Klamath Falls in 1969.

Fisher, a graduate of Southeast Missouri State College, has completed Southern Pacific's Management Development Program. He served as an asst. trainmaster at various points and as an asst. superintendent of transportation at San Francisco, before becoming a trainmaster at Portland in 1971.

Training for Everybody

MORE THAN 7,600 employes took part in Southern Pacific's comprehensive in-Company training program during 1972.

"Even more will attend classes and seminars this year," says S. B. Burton, assistant vice president-personnel, whose department assists other departments with their training needs.

"We evaluate training requirements, develop courses and train instructors," he explains, "and we also teach some courses."

"Training is vital to all of us," Burton points out. "It takes well-trained people to provide the kind of service we must have in this highly competitive era. And, beyond that, regular training helps our people get more satisfaction from their jobs and build more successful careers."

Training is now being provided for our people in a number of occupations, including:

• *Enginemen.* During their first year with the Company, enginemen presently receive basic training in the skills needed in engine service. Starting in May, they will take part in a comprehensive instruction program aimed at better preparing them for advanced work at Southern Pacific's Cerritos, Calif., Engine Service Training Center. Since mid-1970, over 400 individuals have taken the 144-hour course at the Center, which includes 42 hours of training on the Company's locomotive simulator. Practically all of these men are now working as locomotive engineers.

• *Locomotive engineers.* Last year, 3,400 of our locomotive engineers took an eight-hour "postgraduate" course on train handling offered by the Mechanical Department. This course gives engineers a better understanding of how to relate their train handling techniques to specific operating conditions and introduces them to such complex subjects as track-train dynamics.

• *Switchmen and brakemen.* During 1972 about 900 new employes in these occupations took a basic 96-hour course in the fundamentals of braking and switching. A review course for experienced trainmen is now being prepared.



Taking part in a three-day workshop on Transportation Salesmanship, one of our many in-Company training courses and seminars, are, seated l-r, Traffic Representatives Kent Rossi, Modesto; E. A. Lloyd (PMT) and John P. Gregovich, both of Sacramento; Sales Trainee Thomas F. Farber; Supervisor of Training-Traffic G. A. Dalpino; and Cotton Belt Chief Clerk David G. Yoder, all of San Francisco; and Traffic Representative R. C. Niederhauser, Elko, Nevada. Standing is Charles C. Robinson, supervisor of training, Personnel Dept., who led this workshop. Dalpino will lead future workshops on salesmanship and conduct other Traffic Dept. training.

• *Conductors.* Fifty-five trainmen took the Company's freight conductor preparation course last year. Most of them are now working as conductors. A refresher course for experienced conductors will be offered later this year.

• *Train dispatchers and train order operators.* Basic skill courses, combining classroom work and on-the-job training, are provided for employes entering each of these occupations.

Similar instruction programs are being prepared for *crew dispatchers*, new *clerical employes* hired for the Guaranteed Extra Board and newly-appointed *yardmasters*. The course for the latter group will also provide a review for experienced yardmasters.

• *Sales trainees.* The Traffic Department conducts an intensive, six-month sales training program for selected college graduates and employes who have demonstrated an aptitude for sales management. There are now about 40 "graduates" of this program, begun in 1968.

• *Traffic representatives and other sales personnel.* A three-day, action-oriented workshop in transportation salesmanship is provided for the department's sales people. Last year 134 of them took part in this program.

• *All traffic people.* A newly-revised, up-to-the-minute correspondence course on railroad freight rates is offered to all employes and particularly to those working in this field. The 38-lesson Freight Rate Study Course is considered to be the most comprehensive available anywhere.

• *Carmen.* A basic 40-hour course on car inspection and maintenance is provided for carmen with less than six months of experience.

• *Mechanical Department supervisors.* The department's first line supervisors attend two-day seminars each year covering both technical matters and modern supervisory techniques.

• *Assistant signalmen.* Employes entering this occupation receive 320 hours of classroom instruction over a two-year period to prepare them for advancement to signalmen. The Signal Department has seven full-time instructors for the program, which also includes on-the-job training. About 180 assistant signalmen participated in the program last year. A refresher course for experienced signalmen is due to start this year.

• *Student track foremen.* Over the past two years about 125 MofW employes have received instruction helping them to qualify as track foremen through a program which includes three weeks of classroom work and six months in the field. A similar program is being planned for B&B employes.

• *Maintenance of Way employes.* A full-time instructor is presently training MofW employes to become operators of various track machines.

• *New employes in the data processing field* take an introductory course in computer systems fundamentals.

• *Computer programmers.* Five different technical courses are offered in this area, ranging from an introductory course for those who intend to become programmers, systems analysts or computer operators, to advanced courses for experienced programmers and project leaders.

• *Police officers.* The Police Department conducts a 200-hour college-level course in police science for its officers. About 200 of them have completed this course since the program started in 1971.

• *West Colton Yard employes.* Various technical skill courses dealing with the complexities of the world's most advanced gravity yard are being provided for West Colton employes.

Other Training

In addition to the specific courses listed, all Southern Pacific departments have on-the-job training programs of one kind or another. The Accounting Department, for example, has 13 regularly-assigned instructors to carry out this work. Most of our subsidiaries also have their own "in-house" training programs. PMT, for instance, has a 22-week training program for its supervisors.

Since 1960, the Executive Department has conducted a Management Development Program leading to positions of responsibility in many areas of the Company. It recruits a limited number of recent college graduates with bachelor's and advanced degrees from both inside and outside the Company for this program.

The Personnel Department offers several general instruction courses, including an introduction to Southern Pacific for new employes, effective reading and instructor preparation.

It also conducts a 40-hour workshop in transportation management, a systemwide rules instruction program and various safety courses.

Southern Pacific also offers its people numerous opportunities to enroll in courses and management development programs at leading colleges and universities. (See Dec.-Jan. issue of the *Bulletin* for details of these programs.)

New Microwave Antennas

Southern Pacific is currently replacing 38 of its older, dish-type microwave antennas between San Francisco and Los Angeles with new, high-performance antennas like the one shown on this month's cover being installed at Stockton.

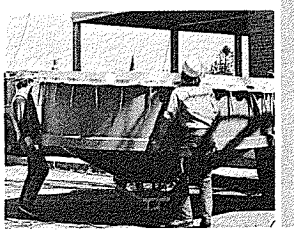
The new antennas will serve both our Company microwave system and the common carrier network being constructed for Southern Pacific Communications Company.

The drum-like antennas, which are the most advanced type available, project a 1.1 degree beam — much narrower than the dish-type antennas. This concentrated beam tends to eliminate interference and improve the efficiency of the system.

SPCC now has Federal Communications Commission authority to build the Los Angeles-San Diego-Houston segment of its proposed 11-state network. Its San Francisco-Los Angeles link is due to be in operation in June.

Southern Pacific Transportation Company's microwave system — the largest privately-owned network of its kind in the world—covers 6,414 miles and has 226 relay stations.

RIGHT: Workman fastens one of the new high performance microwave antennas into position at the top of the 125-foot-high tower at our Stockton, Calif., station. BELOW: These men move another new antenna to the base of the tower where it will be connected to a cable for hoisting into position.



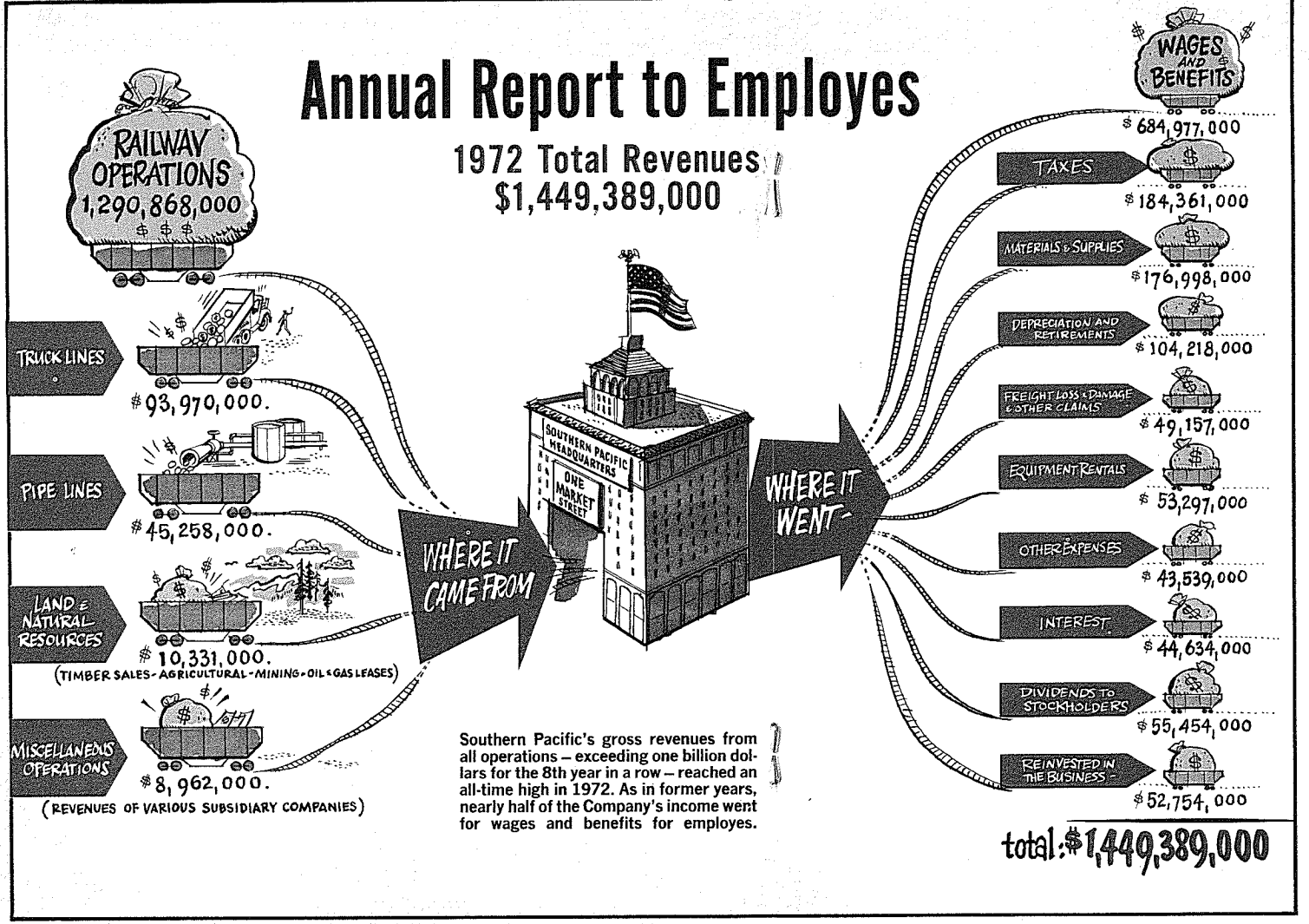


Col. Williams Dies

Robert F. Williams, 76, who retired in 1962 as assistant to the general manager at Houston, died on March 23. Williams commanded the Southern Pacific-sponsored 719th Railway Operating Battalion in North Africa and Italy during World War II and was awarded the Legion of Merit. He retired from the U.S. Army Reserve as a full colonel and had 42 years with Southern Pacific.

Annual Report to Employes

1972 Total Revenues $1,449,389,000



Southern Pacific's gross revenues from all operations – exceeding one billion dollars for the 8th year in a row – reached an all-time high in 1972. As in former years, nearly half of the Company's income went for wages and benefits for employes.



F. T. KEARNS



R. C. CYNOR

Kearns Named Traffic Manager at Chicago

Frank T. Kearns, assistant traffic manager at Los Angeles, has been named traffic manager at Chicago, a newly-established position.

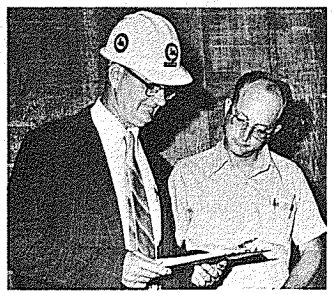
Succeeding him at Los Angeles is R. C. Cynor, general traffic representative at San Francisco.

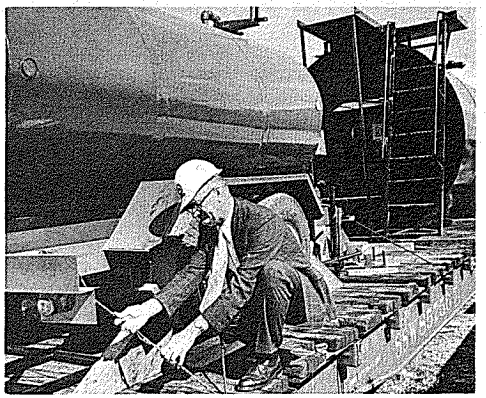
Jack Wilkinson, district traffic representative at Los Angeles, has been appointed general traffic representative at San Francisco.

Kearns, who attended San Francisco City College and Stanford University, joined Southern Pacific at San Francisco in 1945. He held various traffic posts in Fresno, Stockton and San Francisco, before being named industrial agent at Los Angeles in 1959. He was named assistant general freight and passenger agent there in 1964, asst. general traffic manager at Houston in 1968 and asst. traffic manager at Los Angeles in 1971. He has completed Stanford's Transportation Management Program.

Cynor, who is a graduate of Southern Pacific's Management Development Program, attended the University of Tulsa, the Detroit Institute of Technology and Stanford. He joined the Company in Tulsa in 1950 and became general agent at Philadelphia in 1967 and general traffic representative at San Francisco in 1971.

Wilkinson, who attended San Diego State College, joined the Company in 1942. After holding various traffic posts in San Diego and Los Angeles, he was named district traffic representative at Los Angeles in 1971.





ABOVE: San Antonio Division Loading Consultant Dave Arms, left, confers with Don Green, grocery manager for H.E.B. Food Stores at the firm's San Antonio distribution center, where five to nine rail cars are unloaded nightly. RIGHT: Dave checks tie-down arrangements for an outbound load.

David J. Arms, San Antonio Division Loading Consultant:

"Shippers Can Get Action from Dave"

DAVID J. ARMS, Sr., of San Antonio, Texas, is a loading consultant — one of three on the Texas and Louisiana Lines — but you might also call him a "diplomat."

An important part of Dave's job is to enlist the cooperation of our patrons in cleaning cars before releasing them.

He also asks them to make sure each car's expensive load-securing equipment is intact and locked in place and that its doors are closed.

"Once in awhile I have to explain to a new plant foreman why it's to his company's advantage to release cars clean and ready for loading," Dave says, "but actually we don't have a single customer in this area who isn't cooperating."

Dave's friendly willingness to help patrons with their problems has a lot to do with that cooperation. Because of it, he is a welcome visitor to the loading docks of firms within a 200-mile radius of San Antonio.

If, for example, a warehouse foreman has a car with a "stuck-fast" door, he calls Dave, who promptly arranges for a Car Department crew to open it.

"We know how important this can be to a shipper with a crew waiting around to unload the car," he says, "and we certainly don't want people trying to force these doors open."

He asks shippers to cooperate in preventing damage to cars due to careless loading and unloading methods and shows them the right way to open doors and move cars along their loading tracks.

Dave is an expert on loading methods ("I'll scratch my head and find some way to ship anything"), and he can often save money for shippers.

He recently showed a manufacturer of barges who was shipping them one at a time by truck how he could load two on a flatcar and ship both of them by rail for less than the truck rate for one.

In another case, a man was planning to ship several carloads of heavy earth-moving equipment to a remote point in Southwest Texas for use in a uranium mine.

"Since there's no ramp there," the man asked, "how will I unload my equipment?"

"No problem," Dave told him. "We'll send out a specially-equipped truck to remove the car wheel and axle assemblies and set the beds of the flatcars down between the rails. Then you can just drive your units off."

He showed another shipper how to load an entire asphalt plant on flatbed trailers—including items of many shapes and sizes—for shipment by piggyback to the Pacific Northwest.

He also devised a method of shipping garbage truck bodies—five per flatcar—using a simple tie-down arrangement which substantially reduces loading costs for the manufacturer.

Needless to say, all of these shippers have become staunch friends of our Company. The traffic manager of the asphalt firm told Dave. "All our future business will go Southern Pacific all the way."

Dave also works with people from our Damage Prevention and Loading Services Department to help shippers who are having recurrent damage problems.

"Most of them can be solved with improved loading methods," he points out.

His entree into the "back doors" of plants often gives him advance information on shipments that are due to move. One of these leads, passed along to the Traffic Department at San Antonio, recently helped Southern Pacific get the long haul on eight carloads of artificial flowers, with more to come.

The Traffic Department often asks Dave's advice on whether we can handle special loads of various kinds. "Sure we can," is his usual answer.

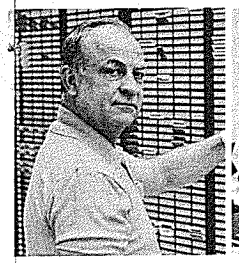
"We consider him one of the best things the Operating Department has ever done for the Traffic Department," says District Traffic Representative G. M. Batty with a smile.

Dave, who attended San Antonio College, joined the Company in 1937. He became a car foreman in 1950 and a loading consultant in 1969. He and his wife, Louise, are the parents of five grown children.

For the past four years he has been chairman of the board of trustees of San Antonio's big Epworth Methodist Church, which has 380 member families.

His immediate boss is Trainmaster A. L. Knight, who points out that, "Shippers know they can get action from Dave."

"That's what I'm here for," Dave says. "My job is to make it easy for people to ship over our lines."



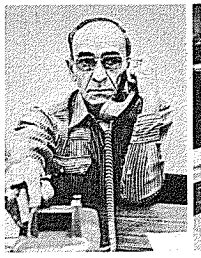
HAROLD GALLAGHER



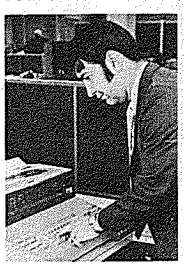
E. C. SWARTZ



TWILA KRAFT



C. V. HENRY



GARY SILVA

"Pioneers" Comment On Our New Yard

The five people pictured above are among the first employes to be assigned to work at our new West Colton Yard. These "pioneers" started on February 20. Here are their first impressions of this unique facility:

C. V. Henry, assistant chief clerk (formerly headquartered at Kaiser Siding). "This is my first day at the new yard, and I am really impressed. It's fabulous. The administration office building is beautiful. I'm proud to be one of the first employes at West Colton who will be responsible for helping to make it work."

Gary Silva, yard office supervisor (from San Francisco). "This is a fantastic operation. I've traveled the system and have seen many railroad offices, but I've never seen anything like this. I'm really looking forward to working here."

Twila Kraft, train clerk at West Colton's Industrial Service Center. "I have been a resident of the Colton area all my life, and it has been a special thrill to watch this yard rise in my own backyard. For months now I have been reporting to friends and neighbors about the progress at West Colton. Now I can give them first hand information. My husband was a Southern Pacific engineer for 49 years."

E. C. Swartz, chief crew dispatcher (formerly headquartered at Colton). "This is one of the best crew dispatching offices in the whole rail industry. I'm looking forward to the new scanner that will be installed and will speed up identification and job assignment procedures."

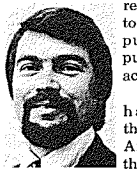
Harold E. Gallagher, crew dispatcher (formerly headquartered at Colton). "I am quite impressed with the new yard. It sure is a change from the smaller, older yard where we worked at Colton. There's much more working space, and the air conditioning will sure be nice during the summer."

Jerome Read, clerk for PMT at Sacramento, hit a hole-in-one on March 25 at the Davis Municipal Golf Course. Playing with him were Clerks Clint Gollaher and Richard Tyrer and Patrolman Edward Lisec.

Bradshaw Named to Public Relations Post

A. H. Bradshaw, Jr. has been named public relations manager for the Southwest, with newly-established headquarters at Tucson, Ariz.

He succeeds John H. Carruth, who resigned April 1 to pursue various publication and public relations activities.



AL BRADSHAW

Bradshaw, who has attended the University of Arizona, joined the editorial staff of the *Arizona Daily Star* in Tucson in 1962. He has been a governmental affairs reporter, city editor, capital bureau chief in Phoenix and editorial writer for that paper. His wife, the former Elizabeth Maggio, is the science reporter for the *Star*.

The Public Relations Department's Southwest territory, formerly headquartered in Phoenix, covers Arizona, New Mexico and El Paso, Texas.

Aid for National Guard and Reserve

Southern Pacific has joined with other employers throughout the nation in signing a "Statement of Support" for the National Guard and Reserve, assuring employes the freedom to participate in Guard and Reserve programs. The statement appears below:

Statement of Support for the Guard and Reserve

We recognize the National Guard and Reserve as essential to the strength of our nation and the maintenance of world peace. They require and deserve the interest and support of the American business community, as well as every segment of our society.

In the highest American tradition, these Guard and Reserve forces are manned by civilians. Their voluntary service takes them from their homes, their families and their occupations. On weekends, and at other times, they train to prepare themselves to answer their country's call to active service in the United States armed forces.

If these volunteer forces are to continue to serve our nation, a broader public understanding is required of the total force concept of national security — and the essential role of the Guard and Reserve within it.

The Guard and Reserve need the patriotic cooperation of American employers in facilitating the participation of their eligible employees in Guard and Reserve programs, without impediment or penalty.

We therefore join other members of the American business community in agreement that:

1. Our employees' job and career opportunities will not be limited or reduced because of their service in the Guard or Reserve;
2. Our employees will be granted leaves of absence for military training in the Guard or Reserve without sacrifice of vacation time; and
3. This agreement and the resultant company policies will be made known throughout the organization and announced in company publications and through other existing means of communication.

Secretary of Defense — Chairman, National Committee for Employer Support of the Guard and Reserve — Title: President, Southern Pacific Transportation Company, Employer

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29 Safety Awards

Twenty-nine individual units of our railroad, such as shops and roadmaster's districts, won Awards of Merit from the Texas Safety Association at its annual conference in March.

The Lafayette Division received TSA's Award of Honor as the safest railroad division in the territory covered by the Association.

At the same meeting, Distinguished Service plaques were presented to P. F. Satterwhite, superintendent of safety-system, and J. L. Young, retired superintendent of safety, for their "outstanding leadership and service" to TSA's Railroad Transportation Section.

Satterwhite is TSA's vice president for industrial safety.

"Canned Cadillacs"

The Cadillac Division of General Motors held a press conference at our Los Nietos Yard (near Los Angeles) on March 8 to mark the first shipment of new Cadillacs by the Stac-Pac method to Southern California.

Robert D. Lund, general manager of the Cadillac Motor Car Division and vice president of General Motors, told newsmen and automobile dealers attending the conference that this system of transporting Cadillacs in metal 'cocoons' "assures that customers receive 'factory fresh' new cars."

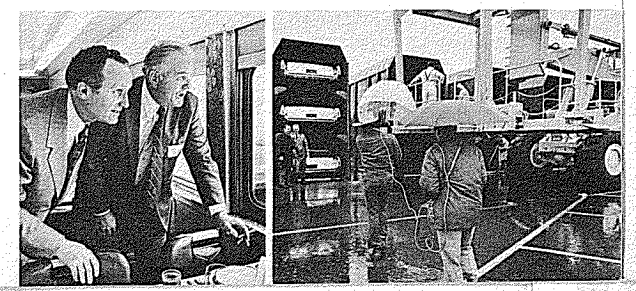
"Stac-Pac has for 16 months been used to deliver over 8,000 new Cadillacs to Oakland, Calif., without a single instance of vandalism, theft or external defects resulting from inclement weather, dirt or windblown objects and stones," Lund added.

Southern Pacific engineers worked closely with General Motors and Cadillac people on the development of the Stac-Pac system for transporting standard-size automobiles.

The 15-foot-high Stac-Pac container holds three new autos, each in its own damage-proof, cocoon-like compartment. The containers are loaded mechanically on a flatcar with their open ends facing each other only six inches apart. A single flatcar holds four of the containers with a total of 12 automobiles.

"I never thought I'd live to see the day of canned automobiles," Lund told newsmen, "but here they are."

LEFT: Watching Stac-Pac demonstration from inside dining car parked at Los Nietos for the Cadillac press conference are Robert D. Lund, left, general manager of the Cadillac Motor Division and vice president of General Motors, and Dan Boone, auto editor, Los Angeles Herald-Examiner. RIGHT: TV crew braves rain to cover the event.





Appointed signal training officers with headquarters as indicated recently were, l-r, A. J. Chapman, Los Angeles; J. W. Real, Sacramento; and C. E. Lee, Houston. They will conduct three-day refresher training courses — to be taken by all signalmen on the system — starting this month.

Appointments

ACCOUNTING DEPARTMENT: **A. A. Shapiro,** to audit manager; **R. R. Buggee, H. J. Buswell** and **S. H. Freeman,** to assistant audit managers, all in the Office of Internal Auditor, San Francisco; **E. P. Browne,** to assistant manager, Disbursements Accounting, San Francisco; **B. L. Engle, S. G. Lautsch** and **W. B. Osterland,** all to administrative assistants in the Office of Assistant Controller, San Francisco.

OPERATING DEPARTMENT: **D. R. Anderson,** to assistant terminal superintendent, San Francisco; **G. E. Myers,** to assistant terminal superintendent, San Jose; **M. D. Ongerth** and **H. L. Hampton,** both to assistant terminal superintendents at West Colton; **J. W. Ketchum, Jr.,** to road foreman of engines, Los Angeles; **H. C. Green,** to trainmaster-road foreman of engines, Indio; **J. F. Storment,** to assistant road foreman of engines, Los Angeles; **L. W. Larsen,** to assistant road foreman of engines, Bakersfield; **C. R. Mueller,** to assistant trainmaster, City of Industry; **J. E. Grother,** to acting assistant trainmaster, West Colton; **D. E. Torrey,** to acting assistant trainmaster, Warm Springs.

TRAFFIC DEPARTMENT: **Gilbert A. Dalpino,** to supervisor of training, San Francisco; **Donald W. Strugala,** to traffic representative, Chicago; **S. C. Masterson,** to traffic representative, Marysville; **George B. Dean,** to traffic representative, San Francisco; **Arthur B. Behrendt, Jr.,** to traffic representative, Chicago; **Leo F. Newbauer, Jr.,** to traffic representative, St. Louis.

GENERAL CLAIMS: **H. L. Hardin,** to assistant general claims manager, San Francisco; **W. C. Jacobs,** to general claims agent; **E. R. Lyons,** to district claims agent, both at Oakland.

Editing the Editor

In our March issue we wrote that the 6,200 people who attended Southern Pacific Night in Los Angeles on February 16 was "the largest gathering of employes and members of their families in the history of our Company."

"Not so," points out Emmett Fitzpatrick, retired asst. general public relations manager and former *Bulletin* editor. "In May of 1939 more than 35,000 employes and their families from all over the railroad attended 'Southern Pacific Day' on Treasure Island during the Golden Gate International Exposition in San Francisco. Check your old *Bulletins*."

We did, and Fitzpatrick was right. That was some party they had 34 years ago; it lasted for two days.

Our March story should have read . . . *"the largest group of employes in history to sit down together for dinner . . ."*

Keep those phone calls and letters coming in, folks.

Retirements

HOUSTON DIVISION AND REPAIR PLANTS: **Genaro Cano,** laborer; **Joe Gaines,** brakeman; **Sim Holland,** stevedore; **Charlie A. McAfee,** laborer; **A. J. Solomon,** carpenter; **Homer C. Starnes,** switchman; **Evelyn L. Welch,** clerk; **W. G. Baker,** locomotive engineer; **William O. Bellah,** machinist; **Saul Cobin,** stationary engineer; **D. C. Miller,** locomotive engineer; **J. Nelson,** brakeman; **Faustino Ramos,** laborer; **Victoriano Trevino,** laborer; **Homer L. Wood,** locomotive engineer; **Grady G. Mendez,** machinist.

LAFAYETTE DIVISION: **Alfred J. Collins,** laborer; **Joseph L. Hamilton,** bridge tender; **Frank O. Rivoire,** agent telegrapher; **Frederick Stephenson,** brakeman; **Elias Guidry,** brakeman; **Clifton N. Hancock,** conductor; **Adonis L. Leblanc,** locomotive engineer; **Lawrence M. Nunnery,** yard helper.

LOS ANGELES DIVISION AND REPAIR PLANTS: **Rose G. Cohen,** printer machine operator; **Edward L. Contreras,** machinist; **Dorothy H. Creighton,** general clerk; **W. H. Heflin,** locomotive engineer; **Paul Hernandez,** laborer; **Herbert W. Hickey,** boilermaker; **James W. Iwata,** clerk; **Viola N. Johnson,** head payroll voucher clerk; **Sarah N. Konvisser,** engine crew dispatcher; **Ralph P. Murphy,** draftsman; **Jose Nevarez,** machinist; **Joseph M. Pierro,** upholsterer; **John Salguero,** machinist; **George H. Shaffer,** signal maintainer; **Leopoldo M. Teran,** laborer; **John F. Terry,** sheetmetal worker; **Joseph H. Trum,** electrician; **Vicente P. Vera,** laborer; **Henry P. Arredondo,** laborer; **Lloyd T. Kirk,** conductor; **Walter F. Loly, Jr.,** yard helper; **Anastacio P. Luna,** foreman; **Donald W. Nelson,** conductor; **Frederich J. McBride,** locomotive engineer; **Vicente L. Reynosa,** laborer.

OREGON DIVISION: **Harvey P. Allen,** yard helper; **Emery L. Bailie,** locomotive engineer; **Eva F. Borrelli,** bill clerk; **Harold N. Bruce,** locomotive engineer; **Clifford H. Burr,** brakeman; **Bessie S. Ferguson,** janitor; **Albert F. Janousek,** car inspector; **Elmer D. Lincoln,** assistant engineer; **Theo S. Weyer,** conductor; **Voris E. Bee,** conductor; **Rosen F. Devereaux,** motor truck operator; **Robert J. Martens,** lead car inspector; **Melvin G. Edson,** brakeman; **Raymond H. Gann,** laborer; **Floyd M. Hughes,** pipefitter; **Jesse J. Lincoln,** welder's helper; **O. W. Nichols,** conductor; **Francis N. Scallion,** machinist; **P. E. Sexton,** conductor; **Benjamin T. Rufener,** machine operator; **Harvey L. Burton,** car foreman; **Mary G. Colton,** steno clerk; **John M. Drown,** crew dispatcher; **Thomas G. May,** conductor; **Jess I. McVaigh,** locomotive engineer; **Jesse R. Minor,** locomotive engineer; **Oliver R. Woolley,** locomotive carpenter.

SACRAMENTO DIVISION AND REPAIR PLANTS: **Velma H. Dennison,** crew dispatcher; **Brownlee A. Duncan,** machinist welder; **Carl E. Ferguson,** crew dispatcher; **Edward G. Graven,** locomotive engineer; **Elmer W. Hage,** locomotive engineer; **William J. Hearl,** machinist; **Donald O. Hickok,** engine foreman; **Angelo J. Luini,** pipefitter; **Francis D. Martin,** car foreman; **James A. Arnold,** machinist; **Angelo Barsanti,** freight carman; **Cora W. Davis,** agent telegrapher; **Claude F. Landers,** pipefitter; **Willard P. Lewis,** car inspector; **Frank M. Neilson,** car inspector; **Roy L. Reed,** laborer; **Jessie A. Reimer,** clerk.



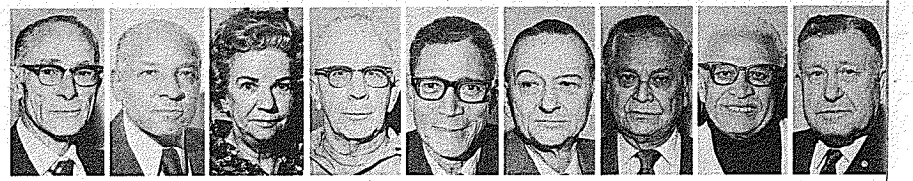
Burt W. Gibson, assistant to manager of personnel-employment at Houston, has retired after a 48-year Southern Pacific career. He was responsible for employment matters on the Texas and Louisiana Lines and the Cotton Belt.

SAN ANTONIO DIVISION: **Milton D. Braselton,** conductor; **Guadalupe S. Diaz,** car inspector; **Andrew J. Fuller,** locomotive engineer; **Amancio Garcia,** laborer; **Telesforo Guerra,** laborer; **Edward Hutchinson,** laborer; **Charles E. Milligan,** brakeman; **Albert S. Traylor,** locomotive engineer; **Arthur L. Turner,** foreman; **Richard J. Ventrca,** fireman; **Velma H. White,** utility clerk; **Juan Perez,** car inspector; **John C. Ray, Jr.,** locomotive engineer.

SAN JOAQUIN DIVISION: **Glen D. Dahlstrom,** mechanic; **Anthony F. Garcia,** freight carman; **Pedro Martinez,** laborer; **James O. Price,** brakeman; **William C. Sheridan,** conductor; **Robert E. Williams,** locomotive engineer.

TUCSON DIVISION: **Ira E. Celum,** brakeman; **Floice W. Clark,** conductor; **Louis A. Dupont,** car inspector; **Arthur E. Fassett,** brakeman; **Harry L. Flower,** brakeman; **James A. Hook,** brakeman; **John L. Jones,** yard helper; **John C. Knight,** engine foreman; **Jesus C. Noriega,** locomotive supplyman; **Noble F. Shedd,** conductor; **Harold W. Soper,** second telegrapher clerk; **Lorenzo L. Valenzuela,** laborer; **Ramon C. Vest,** train clerk; **Merle P. Welch,** locomotive engineer; **William P. Willis,** clerk; **Salvador Juarez,** car inspector.

WESTERN DIVISION: **John V. Anderson,** conductor; **Ronald E. Briley,** yard helper; **Raymond G. Brown,** conductor; **Harry E. Bullard,** locomotive engineer; **John Byrne,** freight carman; **Ramon M. Cardona,** station cleaner; **Fred L. Dryden,** yard clerk; **Michael Faddie,** conductor; **John G. Gibron,** brakeman; **James G. Garvin,** locomotive engineer; **Loren A. Gorley,** engine foreman; **Jim Jackson,** motor truck operator; **Leonard A. Johnson,** locomotive engineer; **Kenneth L. Kerr,** pipefitter; **Howard W. Klages,** brakeman; **Robert G. Lilley,** painter; **Frank Lovecchio,** passenger carman; **Martin Lydon,** freight carman; **Joel E. Marks,** claims adjuster; **Henry S. McNally,** train clerk; **Thomas W. Mellor,** car inspector; **Oliver A. Moulton,** yard helper; **Borge C. Nielsen,** carpenter; **Raymond G. Phillips,** patrolman; **Fred Pierce,** locomotive engineer; **Donald R. Simpson,** locomotive engineer; **Joseph J. Soares,** engine foreman; **Alvon R. Talley,** yardmaster; **James B. Trainor,** locomotive engineer; **Ruby M. Usinger,** first telegrapher clerk towerman; **Mary A. Bell,** shop clerk; **George E. Creal,** yard helper; **Edward W. Hogan,** clerk to the terminal agent; **Raymond E. Lloyd,** engine foreman; **Norman A. McTeer,** laborer; **Carroll Perry,** engineer; **Dane Smith,** foreman; **J. I. Velarde,** laborer; **Frank Armstrong,** track walker.



Retiring after long service at Houston recently were, l-r, Frank P. Tate, print shop foreman, 46 years; Curley Living, carman helper, 45 years; Miss Blanche Upchurch, Accounting Dept. clerk, 48 years; Doyle O. Clay, engine foreman, 45 years; McKinley Cluse, sheetmetal worker, 45 years; C. M. Vinsonhaler, head clerk, 47 years; Jose Lopez, boilermaker, 46 years; Ernest Teas, pantryman and waiter, 44 years; and A. E. Grota, car freight clerk, 48 years.

OTHERS: **Russell B. Baez,** assistant to Manager of Equipment, PMT, San Francisco; **George A. Baldwin,** district traffic representative, City of Industry; **James W. Buchanan,** track supervisor, San Antonio Division; **Harley W. Carder,** assistant tax commissioner, Houston; **Gentry W. Cobb,** senior assistant bridge & building supervisor, Sparks; **Vicente M. Contreras,** traveling auditor, Accounting Department, San Francisco; **Mario DiLelio,** roadmaster, Oakland; **Charles E. Eagan,** assistant secretary, Executive Department, San Francisco; **John E. Ewing,** terminal fire inspector, Los Angeles; **Arden P. Hilyard,** supervisor of Trailer and Body Shop, PMT, Oakland; **Harry W. Larson,** traffic representative, Chicago; **Walter E. Maness,** traffic representative, Tacoma; **Henry L. Nix, Jr.,** business car chef, Oakland; **Gaines A. Thomas,** district traffic representative, Salinas; **William L. Toso,** administrative assistant, Vice President Operations and General Manager's Office, San Francisco.

Deaths

DALLAS DIVISION: Pensioners: **Joshua Henderson,** sheetmetal worker helper; **William E. Walden,** car inspector; **Santiago Rocha,** laborer.

HOUSTON DIVISION AND REPAIR PLANTS: Pensioners: **Frank J. Barrett,** stevedore; **Roy C. Fleming,** electrician; **Johney Jordan,** freight car welder; **William B. Elam,** switchman; **Leon Henderson,** hostler; **John A. Moore,** structural designer; **Theo J. Williams,** storehouse laborer; **John C. Jacobs,** coach cleaner; **John G. Byrd,** coach carpenter.

LAFAYETTE DIVISION: Pensioners: **Herman B. Lockett,** laborer; **William H. Steward,** laborer; **Eldridge Lyons,** laborer; **Leslie M. Wacasy,** agent-telegrapher; **Henry Carter,** station porter; **Charles S. Willis,** electrician.

LOS ANGELES DIVISION AND REPAIR PLANTS: **D. Canis,** car inspector; **H. J. Drewek,** locomotive painter; **E. Lukaszek,** shop car inspector; **C. C. Morehart,** locomotive engineer; **R. G. Pineda,** clerk; **J. R. Schaffer,** locomotive engineer; **K. Thompson,** painter. Pensioners: **Glen W. Miller,** foreman; **Owen W. Hale,** motorman; **Byers L. Cook,** yard crew dispatcher; **William M. Greene,** waiter; **Eli J. Ellison,** electrician; **Elwin S. Lewis,** trainman; **Eugene Mullaly,** investigator; **Mario Calderon,** stevedore; **Rasmus M. Nelson,** freight carman; **Pratt Rana,** bulldozer operator; **Wilbur V. Smith,** carpenter-mechanic; **Loui I. Vitwar,** fireman; **Jesus H. Mora,** track laborer; **Elmer D. Wright,** carman; **Roland Dickinson,** ticket seller; **Jose P. Gallardo,** section laborer; **Thomas Shepherd,** maintenance engineer; **Ward E. Hefley,** conductor; **Fred Fahler,** locomotive engineer; **John A. Washburn,** machinist; **John McIntosh,** locomotive engineer; **Wilford W. Brooks,** machinist helper; **Richard J. Cottrell,** brakeman.

OREGON DIVISION: **D. A. Healey,** conductor. Pensioners: **Morris R. Lampman,** freight carman; **Lawrence E. Barker,** lead signalman; **Chester L. Boyes,** locomotive engineer; **Claude T. Vallier,** locomotive engineer; **James E. Myers,** locomotive engineer; **Jesse W. Macklin,** laborer; **Donald R. Tyler,** car inspector; **Luther L. Griffith,** conductor; **Peter A. Peterson,** brakeman; **John R. Martin,** storekeeper; **Charles L. Sigman,** carpenter.

SACRAMENTO DIVISION AND REPAIR PLANTS: **O. L. Badger,** conductor; **G. Q. Berry,** assistant head timekeeper; **G. B. Evans,** machinist; **M. A. McBride,** conductor; **W. R. Schroeder,** electrician; **C. L. Ulery,** foreman. Pensioners: **Henry G. Williams,** yardmaster; **Fred R. Alves,** painter; **Charles W. Jones,** car foreman; **William J. Pyper,** fireman; **Jose Riveiro,** laborer; **Noble R. Robinson,** bridge & building foreman; **Myron J. Smith,** locomotive engineer; **John Mantsch,** blacksmith helper; **Bernard C. Downs,** yardmaster; **Oscar M. Nelson,** sheet metal worker; **Frank E. Bowerman,** carpenter; **John A. Barnett,** boilermaker; **Andrew Gianino,** boilermaker; **John M. Veris,** brickman; **Albert Bertelson,** conductor; **Mike Svetich,** crane foreman; **Rafael Santos,** freight carman; **Orville W. Hocking,** carman; **William W. Martin,** carman.

SAN ANTONIO DIVISION: Pensioners: **Eugene Ewald,** brakeman; **John H. Morris,** extra gang foreman; **Roy V. Cook,** chief clerk; **Lewis E. Spiller,** yardmaster; **Paul V. Corcoran,** brakeman; **Louis O. Fischer,** clerk.

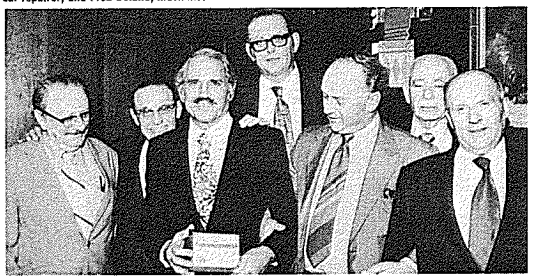
SAN JOAQUIN DIVISION: **S. E. Richmond,** welder; **F. G. Williams,** brakeman. Pensioners: **John J. Kuntz,** machinist; **Trinidad M. Lozano,** machinist; **William S. Meyer,** locomotive engineer; **Eleuterio Troncozo,** section foreman.

TUCSON DIVISION: **J. W. Harrison,** telegrapher-clerk. Pensioners: **Joe E. Briones,** bench carpenter; **Fred L. Boughner,** agent-telegrapher; **Harry L. Kisor,** yardmaster; **Ray Hanson,** machinist foreman; **Elmer F. Horsky,** records clerk; **Arthur L. Keesling,** assistant wire chief; **Robert W. Beene,** locomotive engineer; **Clyde M. Holland,** water service foreman; **Robert B. Ownby,** clerk; **Manuel V. Vasquez,** machinist; **Frank Portillo,** mechanic; **Myrtle H. Colbert,** lease clerk; **Donald G. Phillips,** machinist; **Robert L. Rice,** carpenter.

WESTERN DIVISION: **M. Darensbourg,** train porter; **R. Johnson,** laborer; **D. B. Kavanaugh,** locomotive engineer; **J. B. Knight,** upholsterer; **H. W. Mullins,** locomotive engineer. Pensioners: **Armando Lariz,** carman; **Charles A. Randlett,** locomotive engineer; **Mitchell Brailo,** car inspector; **Dorris L. Whitford,** switchman; **Phoebe V. Oakes,** claims clerk; **William Fusco,** conductor; **George C. Pierce,** agent-telegrapher; **Theodore Allen,** electrician; **Walter L. Trapp,** locomotive engineer; **Glenn A. Sherman,** cashier-ticket clerk; **William H. Evans,** switchman; **Bert Boyd,** assistant general foreman; **Stephen F. White,** pipefitter; **Jure Bojich,** boilermaker helper; **John R. Padilla,** janitor; **Floyd B. Burris,** waiter; **Melecio Cardenas,** laborer; **Jesse B. Denend,** blacksmith foreman; **Charles F. Culbertson,** lead machinist; **Adele M. Assalino,** clerk; **Joseph M. Oliver,** lift truck operator; **Donato Menanna,** boilermaker.

OTHERS: Pensioners: **Denzil E. Carter,** general clerk, Vice President & General Manager's Office, San Francisco; **Edward F. Collins,** chief service director, CTSA, San Francisco; **William H. Gelzinnus,** roadmaster, Watsonville; **John V. Gilmour,** assistant to vice president, New York; **Gerald A. Horstman,** chief freight rate clerk, Phoenix; **Henry E. Mogler,** general passenger agent (R&D), San Francisco; **Marvin B. Pears,** assistant general claims agent, New Orleans; **Basil D. Van Court,** general agent, Seattle; **Leonard A. Wall,** paymaster, San Francisco; **Helen M. Freedle,** supervisor, Personnel Records and Employment, Pacific Electric Railway, Los Angeles; **Peter Korbel,** assistant division master car repairer, San Antonio; **Moreland O. Leonhart,** chief clerk, Bayshore Yard, San Francisco; **Geraldine R. O'Neill,** head tracing clerk, Chicago; **Carl T. Ray,** division engineer, Portland; **Jewett F. Schetter,** terminal superintendent, El Paso; **Johnie V. Slaughter,** roadmaster, Jacksonville; **Earl W. Wood,** superintendent, Damage Prevention and Loading Service, Houston; **J. M. Cox,** special accountant, Equipment & Miscellaneous Accounting, San Francisco; **Marjorie H. Fish,** investigator, Revenue Accounts, San Francisco; **Bernard J. Cabral,** cabin watchman, Ferry Boats, San Francisco; **Norman Faber,** steward, Dining Car Department, West Oakland; **Florence M. Jones,** clerk, Traffic Department, Phoenix; **James T. Hoell,** telegrapher, General Office, San Francisco; **Arthur H. Vehlen,** steward, Dining Car Department, West Oakland; **William N. McClain,** clerk, Mechanical Department, San Francisco; **Antonio M. Garcia,** laborer, San Diego & Arizona Eastern Ry.; **Roy C. Stiving,** section foreman, Northwestern Pacific; **Earl Dammerman,** clerk, Auditor Freight Accounts, San Francisco; **Sidney E. Ostrander,** city freight agent, General Office, San Francisco; **George W. Hill,** shovel operator, Northwestern Pacific; **Bernard A. Clark,** clerk, Law Department, San Francisco.

Friends honored Louis Pardini (holding plaque), machinist at the Bayshore Locomotive Maintenance Plant, San Francisco, on his recent retirement after 49 years of accident-free service. Shown, l-r, are Enso Giannini, machinist inspector; Lloyd Johnson, retired electrician foreman; Pardini; Richard Houweling, assistant plant manager; James Morrissey, plant manager; Eliseo Rugani, retired master car repairer; and Fred Boland, machinist.



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Congratulations to these railroaders retiring with a total of:

806 Years of Service



William Hearl, machinist, Sacramento, Calif., 46 years. **F. P. Grichar, general clerk, Houston, 43 years.** **Miss Viola N. Johnson, head payroll and voucher clerk, Los Angeles, 31 years.** **I. E. Celum, brakeman, Tucson Division, 30 years.** **M. C. Birchard, head stock clerk, Houston, 45 years.**



L. T. McQuillen, Sacramento, Calif., 33 years. **R. E. Hunsicker, passenger carman, Los Angeles, 32 years.** **H. H. Connell, conductor, Ennis, Texas, 35 years.** **F. W. Clark, conductor, Tucson Division, 36 years.** **John L. Schab, departmental machinist foreman, Sacramento, Calif., 46 years.**



Mrs. Dorothy Creighton, clerk, Los Angeles, 31 years. **E. A. Castillo, MofW laborer, Corpus Christi, Texas, 44 years.** **Angelo Questa, boilermaker, Sacramento, Calif., 40 years.** **David Weir, car inspector, El Paso, Texas, 45 years.** **G. F. Leonard, MofW foreman, Harvey, La., 43 years.**



A. J. Raviotta, boilermaker, Sacramento, Calif., 45 years. **G. T. Gamberutti, appropriations assistant, Executive Dept., San Francisco, 44 years.** **Willie North, engine foreman, Houston, 46 years.** **Russell J. Wells, machinist, Sacramento, Calif., 46 years.** **T. L. Logan, MofW foreman, Mexia, Texas, 45 years.**



"BUY U.S. SAVINGS BONDS—YOUR BEST BET FOR A RAINY DAY" says Mary Ann Woolard, secretary, Technical Research & Development, San Francisco. See page two for comments by other employes on why they joined the Payroll Savings Plan.

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